

CITY OF HAYWARD

AGENDA REPORT

AGENDA DATE 03/19/02

AGENDA ITEM _____

WORK SESSION ITEM WS #2

TO: Mayor and City Council

FROM: Director of Public Works

SUBJECT: Speed Hump Policy Regarding Bus Routes

RECOMMENDATION:

It is recommended that the City Council review and comment on this report.

BACKGROUND:

The City Council last reviewed the speed hump policy at a work session held on January 16, 2001. At that time, staff pointed out that established policy allowed the Director of Public Works to recommend installation of speed humps where it would further the objectives of the program. That led to the establishment of "flexible criteria" that is more lenient than the adopted criteria and that would apply in those cases where all other criteria are met. As a result of the January 16, 2001, work session, the flexible criterion for minimum block length was reduced from a 650-foot minimum to a 575-foot minimum. Exhibit A summarizes the adopted and present flexible criteria for speed hump installation.

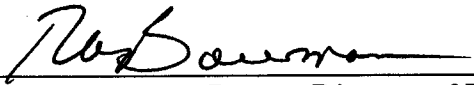
At this time, staff has determined that an additional criterion for the installation of speed humps could be made "flexible" in order to further the objectives of the program. In this case, staff proposes to make the prohibition of speed humps along bus routes a "flexible criteria."

It has been brought to staff's attention that there are streets in Hayward utilized by AC Transit that still require a reduction in travel speeds. Specifically, we received a request and petition to remove buses from Folsom Avenue (between Ruus Road and Thackeray Avenue) in order for this portion of Folsom to qualify for speed humps. Current guidelines prohibit the installation of speed humps along established transit routes; however, it is also not appropriate to remove the bus route from this portion of Folsom.

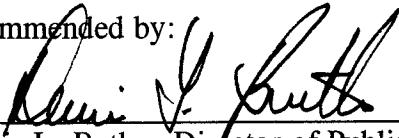
Although AC Transit staff opposes speed humps along bus routes, City staff recommends elimination of the blanket prohibition of speed humps along bus routes. Staff has confirmed that other cities have speed humps along AC Transit bus routes. Staff believes there are current situations where speed humps may be appropriate on AC Transit routes and, hence, wants the flexibility to add speed humps where it is found to be appropriate. As an example, staff supports the installation of speed humps along Folsom Avenue where a large volume of the traffic travels at speeds up to 37 mph, which is significantly above our criteria of 32 mph.

the traffic travels at speeds up to 37 mph, which is significantly above our criteria of 32 mph. The proposed change in policy would, therefore, allow staff the flexibility to approve speed humps along bus routes. Staff will coordinate any proposed speed humps on bus routes with AC Transit prior to installation.

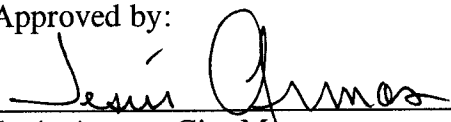
Prepared by:


Robert A. Bauman, Deputy Director of Public Works

Recommended by:


Dennis L. Butler, Director of Public Works

Approved by:


Jesús Armas, City Manager

Attachment: Exhibit A: Established Speed Hump Criteria

Established Speed Hump Criteria

Criteria	Adopted Standard	Flexible
One Lane Each Direction	1	N/A
Segment Length	Greater than or equal to 750'	Greater than or equal to 575'
Width	Less than or equal to 40'	Less than or equal to 48'
Grade	Less than or equal to 5%	less than or equal to 6%
Centerline Radius	Greater than or equal to 300'	Greater than or equal to 275'
Speed Limit	25 mph	N/A
85 th Percentile Speed	Greater than or equal to 32 mph	Greater than or equal to 29 mph
Not a Truck or Transit Route		N/A

Exhibit A